

Message

---

**From:** Wright, DavidA [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=4F14A47C701547479B12BEE35117D0A9-WRIGHT, DAVID A.]  
**Sent:** 6/22/2016 8:55:13 PM  
**To:** Wehrly, Linc [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=64e5f31ccb4841018441b3bf074842d0-Wehrly, Linc]  
**Subject:** FW: Chevrolet Cruze Diesel: high in-use NOx emissions

Not sure why you weren't on this.

Regards,

David

---

**From:** Bunker, Byron  
**Sent:** Wednesday, June 22, 2016 2:35 PM  
**To:** David P. Garrett <david.p.garrett@gm.com>  
**Cc:** Wright, DavidA <Wright.DavidA@epa.gov>; Cohen, Janet <cohen.janet@epa.gov>; Ball, Joel <ball.joel@epa.gov>  
**Subject:** Chevrolet Cruze Diesel: high in-use NOx emissions

Dave,

Attached below is an excerpt from a newspaper article alleging that the Chevrolet Cruze (undefined model year) has a defeat device and exceeds NOx emissions in-use. We will follow up with a more formal requirement for GM to respond, but I am asking that the company provide us a detailed explanation regarding these allegations within the next week. Please work directly with David Wright of our staff regarding the submittal of any information or the scheduling of a follow up meeting.

As you know, we take these allegations very seriously.

Sincerely,

Byron

\*\*\* excerpted \*\*\*

The complaint states, "In order to appeal to environmentally conscious consumers, GM marketed its Cruze diesel technology as a process that ensured emissions resulted in a 'clean diesel' and that its emissions were 'below strict U.S. environmental standards.' These representations are deceptive and false." Plaintiffs have tested the Cruze using a Portable Emissions Measurement System ("PEMS"). Testing revealed that the Cruze fails to meet U.S. emissions standards as promised. The U.S. standard is 70 mg/mile.

- In highway driving the Cruze averaged 128 mg/mile with a high of 557 mg/mile.
- At speeds over 70 mph, the average was 231 mg/mile – 1.8 to 8 times the federal standard.
- At stop-and-go driving the average was 182 mg/mile with a maximum of 689 mg/mile – 3.6 to 13.8 times the federal standard.
- When tested at temperatures below 50°F, the NOx was 689 mg/mile and it appears the emissions control system stops working.
- The same is true at temperatures over 85°F, where NOx rates were tested and ran at 450 to 550 mg/mile.

\*\*\*\*\*

Byron Bunker  
Director Compliance Division  
Office of Transportation and Air Quality  
Environmental Protection Agency  
2000 Traverwood Drive  
Ann Arbor, MI 48105  
Bunker.Byron@epa.gov  
Phone: (734) 214-4155  
Mobile: (734) 353-9623

\*\*\*\*\*